

THE RIO NEWS.

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RIO DE JANEIRO, MARCH 24TH, 1885

NUMBER 9

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THE RIO NEWS

PUBLISHED TRIMONTHLY

for the mail packets of the 5th, 15th and 25th of the month.

A. J. LAMOURRUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs; a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, tables of stock quotations and sales, a table of freights and charters, and all other information necessary to a correct judgment on Brazilian trade.

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RIO DE JANEIRO, MARCH 24th, 1885.

DURING the nine days since our last issue, the only interesting feature in Parliament has been Senator Afonso Celso's speech on the 20th. The Senator, in replying to a taunt from Senator Junqueira that the Liberal members of the Senate had given no opinion as to the Emancipation project, was severe, and we consider rightly so, upon the Opposition. While frankly stating that when the Bill came up for discussion in the Senate he would move amendments to it and while expressing his opposition to emancipation without indemnity, he confessed that the *status quo* was insupportable and that if his proposed amendments fell, he would support the government bill. His demand for the opinion of the Conservative leaders on the emancipation question was happy and will probably provoke a reply from Senator Paulino. The Chamber has not held a session, and the daily press are becoming very critical in relation to this. The inexplicable delay in reporting elections would cause a terrible out-cry in any other country and it is a cheering symptom that the local press are alluding to it, albeit in by no means so forcible a manner as it should be treated. From the extracts of the premier's and Senator Afonso Celso's speeches printed in another column our readers will see that the former still makes a brave front and that the Liberal party appear almost decided to give a solid support to the government. Otherwise we can hardly understand Senator Afonso Celso's admission. Until this emancipation question be decided, one way or another, business here is likely to be dull and the necessity of this decision is conceded on all sides.

THE peregrinations of the 400, more or less, Italians who were forwarded from Buenos Aires to Rio Grande do Sul, and of whom some 170 came on to Rio with the intention of seeking employment on the extension of the Leopoldina railway are worthy of more space than we can bestow upon the question. The Brazilian consul at Buenos Aires shipped these immigrants to Rio Grande, thereby nearly causing a diplomatic question with the Argentine authorities, with very little examination, apparently, into their fitness as agricultural labourers. On arrival at Rio Grande they declined taking up public lands or accepting employment from private parties and every effort was used to get them some work. The statements as published in the daily press are somewhat bewildering, but the upshot has been that after the Braz-

ilian government has paid passages for all to Rio Grande and of 170 to Rio, has given these food and lodging while here, the whole business has proved a *fiasco* and it is more than probable that passages have been furnished them back to Buenos Aires. One of our daily colleagues states that the expenses of this lamentable business already exceed 40,000\$ and the minister of agriculture considered it necessary to telegraph the consuls at the River Plate to suspend any further shipments (*remessas*) of immigrants thence. It is a curious matter altogether, and where the blame is to be placed needs explanation. At the first appearance the Brazilian consul at Buenos Aires would seem to have been more zealous than prudent, when shipping off a number of men, women and children without the medical examination into their capacities; then the authorities who sent 170 of these immigrants to Rio on a chance of obtaining employment, without enquiry as to what their ideas regarding wages were; each seems about equally culpable, while the central authorities are in rather worse position than either, for the instructions to the consul and to the Rio Grande provincial authorities must have been very vague that an error involving so serious an expense as 40,000\$ could have occurred. It appears that the 170 immigrants who arrived in Rio, after a rest of two days at the immigrant station on *Ilha das Flores*, proceeded up country, but as they were offered from 2\$200 to 2\$500 per day, when they estimated their worth at 4\$800, they all came back again and here they stopped until sent back to the River. What an opportunity for Senator Correia, if he chooses to avail of it. How Deputy Andrade Figueira might fulminate the ministry were the Chamber in session! It seems to have been as disgraceful case of carelessness as could possibly have occurred on some one's part and a strict investigation is most necessary. And the Argentines, how they will enjoy the affair and chuckle over Brazilian efforts to withdraw immigrants from the South American Republic!

It is not every journalist that could have the courage to so sharply criticize the chosen of the nation as the *Pais* has lately done. Their long-windiness, their personal explanations and the faculty of revising their speeches before publication were first touched on, and now the *Pais* puts a finger on the sore that has been more than potent to every one. The innumerable claps on which no quorum is present in the Chamber of Deputies would be remarkable, were they not so frequent, and our colleague does not scruple to attribute the fact to cabal. We of course are not in a position to make such a charge, but we endorse the fact whatsoever may be its source. When it is considered that the *honorarium* (we do not like to say pay) of each deputy is so considerable a sum as five milreis per day, it seems as little as could be done, were they to be punctual in their attendance at the Chamber. But they seem quite regardless of their duty, and equally indifferent as to the many and sharp criticisms issued through the press. It has become a part of the by-laws of the Chamber that no sessions are to be held on Saturdays; and the worst is, there seems to be no corrective for this carelessness and indifference, save some such measure as our colleague suggests, and that such a measure should be necessary is more than sad; it is almost, if not scandalous. That the legislators of the empire can only be held to their duty by the same regulations that are put into force by the hirers of labor is a disgrace that should bring a blush to the cheek of the most hardened *flaneur* of the Rua do Ouvidor! The colleague very well puts it

when saying that moral censure has proved inefficacious; but if a fine be considered derogatory of the *brios* of an *Augusto e Dignissimo*, then elect a Sergeant-at-Arms and empower him to arrest and conduct to the Chamber such members as from confessable, or the contrary, motives are earning their daily *honorarium* by strolling in the streets, when their duty to the country and to their constituents holds them bound to appear in their seats in the Chamber. When the present state of the empire is so serious, politically and economically, the duties of the elect of the nation become intensified. The morosity of recognizing deputies in the present session is worthy of a sharp criticism from the able pen of the writer in the *Pais*. The whole empire awaits with anxiety some solution of the question, to decide which the present legislative session was called; but the Chamber apparently takes matters quite as coolly as if the session were no more than an ordinary one, and meanwhile all interests are suffering and a Senator of the empire has not hesitated to express an apprehension that bankruptcy is far from improbable. We sincerely trust our colleague's hands may not become sore, nor his pen wearied, and that he will continue to hold up the mirror of veracity to those who seem unable to recognize in the full-blown deputy, the chrysalis full of promises and good intentions.

CAN it be possible that through a careless proof reader such errors are passed, or is it probable that the matter is serious? On the 18th inst., the *Diario Official* publishes under the head of *Senado, Expediente*, the following: "Second discussion of the Chamber of Deputies bill; Of the 19th July 1853 in relation to the half-pay lieutenant, José Xavier Pereira de Brito; No. ... of 22 August 1859; Authorizing the government to contract for the steam navigation of the Rio Doce, in the province of Espirito Santo, with such contractor, or company, as offers the greatest advantages, with a subsidy of 30,000\$ per annum; No. 52 of 7th July 1864; Ordering that Major—on half pay, etc." How can one conceive that a bill of such insignificant importance as that read for the first time in 1853—32 years ago—should now appear among the work imposed on the Senate? Half-pay lieutenant Pereira de Brito possibly no longer feels the necessity of any second discussion of the bill in reference to his pretension, whatever this may have been. Then 26 years are passed since authority was granted for contracting steam navigation on the Rio Doce in the province of Espirito Santo. What have the inhabitants of the banks of the Rio Doce been doing all this time, while the bill from the Chambers has been awaiting a second reading in the Senate? Floating their goods down the Rio Doce on canoes, of course; and equally of course, it may be that as "hope long deferred maketh the heart sick" they have long ago desisted of seeing steamers on their river and are resigned to their present fate. It is really incredible that bills could be pigeon-holed for 20 or 30 years and only appear when a want of business has no doubt caused an overhauling of the secretariat of the Senate. Fancy the moths, scorpions, black beetles and other insects, that have been born, married, reared families and died, while the bill from the Chamber relative to the half-pay lieutenant Pereira de Brito has been awaiting its second reading among them? What a picture! Whatever the unfortunate half-pay lieutenant may have asked for, it must be conceded that his pretension has been a sufficient time awaiting its second reading, and has been thoroughly examined, so that it is now in such a condition, when it may be passed in second reading, or even third,

without any further discussion, unless Senator Correia, the indefatigable, may inquire why, when and wherefore the half-pay lieutenant applied to the Chambers. Thirty two years of repose in somebody's drawer has this bill enjoyed. It went in before the son (now a Deputy) of the very Senator who acted as secretary at the session of the Senate was born. It has been dormant while Liberals and Conservatives see saved up and down; it might have seen the commencement, progress and end of the Paraguayan war; have seen exchange at about 14 pence and up again to 28 pence; seen Laborahy's 6 per cent Gold loan, and Afonso Celso's 4½ per cent Gold loan; Sr. Silveira Martins' issue of paper money and Sr. Lafayette's proposition to withdraw this. A regular impassable and unimpassable statue this bill in relation to half-pay lieutenant Pereira de Brito might have been. The famous case of *Jarndyce vs. Jarndyce* is the only parallel we can recall, and this comparison may perhaps be considered unkind. May we at the end venture to ask however, what did half-pay lieutenant Pereira de Brito want?

OUR colleague, *Le Brasil*, has another article on finances here and makes further suggestions as to securing some equilibrium between expenses and receipts. The writer fears that the conversion of the *apólices* to a loan at 5 per cent. interest would be difficult and of problematic success. We can in no manner agree to this. The conversion could be made through the forced investments in government stocks we have so often referred to. As to the morality of the measure, that is quite another question and this view does not seem to have struck the colleague. A suggestion is then made that 10 per cent. income tax be levied on the dividends of government stock and on those of shares and debentures of industrial and financial companies. Figures are given to prove that this measure could possibly produce 3,523,100\$ per annum. If it be considered that at 107½ per cent. the 6 per cent. *apólices* pay about 5.58 per cent. per annum, should they be taxed 10 per cent. on the 6.5 annual dividend, the interest to the holders is as near as possible 5 per cent. and therefore practically they would suffer no loss by a conversion to 5 per cent. bonds. The idea of taxing bank and company dividends to the same extent is nothing more nor less than another attempt upon commerce and trade for the benefit of agriculture. Indeed the writer continues, that as export duties are *ad valorem* they fluctuate with the markets and are of no influence in the question of exchange, therefore we may surmise that they can remain undisturbed, but import duties being *specific*, these should be modified to the end that with a lower exchange, duties would increase *vice versa*, and this proposition is nothing but ridiculous; its absurdity is heightened by the very patent fact that to contemplate this fluctuation in the value of our token money, no less than 60 per cent. is already added to all import duties. The matter becomes perfectly clear if the following be observed:

An article pays duties of (say £1 at 27d.) 88890
6.5% would be 5334

Total 145224

The value of £1 at exchange 185½ being 12\$886 it is seen that were the specific duties collected in gold (as we have suggested previously), and the *ad valorem* removed imports would be relieved of nearly 10 per cent. of the tax placed upon them. Our colleague considers *ad valorem* duties impracticable because of the numerous articles specified in the tariff and apprehends that fraud (which he charges is even now practiced to a great extent, would enter with

any modification of the tariff. The answer here is easy; first, allow no goods entry at Brazilian ports without a Consular certificate from the port of shipment that the invoice represents the fair market value at the date of shipment; second, so simplify the tariff, that the number of articles dutiable may be reduced to a sensible scale. The first answer is suggested by the action of the United States fiscal authorities, and beyond securing a reasonable certainty as to the actual value of goods shipped to American ports, it produces a very fair revenue, which goes to reduce the expense of the Consular Corps. Indeed the United States go so far that even free goods (coffee for example) must be accompanied by a duly certified invoice. The second is perhaps not so practicable, for it would doubtless involve a reduction of employes and this would necessarily be resisted to the bitter end. Its necessity is evident, but a simplification of the tariff would leave some custom house clerks with less to do, than they now have, and a sentiment of the fitness of things would bring about that reduction in the number of them to which we have referred. The colleague proceeds to examine the question of paying duties in gold, which he fears would be onerous to importers. We have proved already, that if the 60 per cent. *adicionaes* be removed, importers would be relieved by such a modification as a return to gold duties. Here again may the experience of the United States be of use. Duties there have always been collected in gold, and the government revenue is not so completely dependent on custom houses, as is unfortunately the case in Brazil. If the government only requires one half of the custom receipts to meet its annual obligations abroad, so much the better; the other half could be used to improve our currency, and the effect of the measure would not be delayed. Whether any modifications of tariffs should be of immediate effect, or at a date fixed antecedently, is a question of administration. Paradoxical as it may seem an increase, or a decrease of duties generally causes a decline in prices; in the first place because importations are hurried forward to avail of the lower duties and the decline is probable before the increase of these goes into effect, and secondly because goods are cleared as rapidly as possible after the reduction of duties and a glut ensues. There is only one other subject to which we desire to call the attention of our colleague. This is the persistence, with which he in common with all those who in the native press treat of the financial condition of the country, at once, looks to commerce and trade for extrication from the slough into which the empire has been allowed to fall, and never turn their eyes to the possibility of agriculture contributing to the same purpose. Every scheme for improving the economical position is based upon some further demand on that portion of the body politic that is already overburdened. No mention is made of a land tax; no reference is made to placing export duties where they were before Sr. Lafayette relieved the planting interest of 2 and imposed to per cent. on imports. These are matters with which our colleagues seem fearful of meddling; and yet they must see that, in justice, the agricultural interest must be forced to contribute its fair share to the revenues of the state.

SENATOR Correia, who represents the province of Paraná in the higher legislative Chamber called attention to the representation of certain farmers there, that the Paraná railway was carrying no *matte*, and that *matte* being *par excellence* the article exported from Paraná, if the railway could not compete with other carriers for the transportation of this article the outlook for the road was hardly encouraging. The mem-

orial states that while carters will transport *matte* from the manufactories to the port of Antonia for 2\$500 to 2\$750 per 120 kilos. the railway demands 4\$400, besides which the merchandize is subject to a charge, to and from the stations, of 120 reis for cartage. The railway, in fact, charges but 3\$600, while 800 reis are provincial and municipal taxes. Now, it will be conceded that this is a tremendous weight upon the railway, or to speak more correctly on the Treasury which represents the tax-payers of the country, for from these must come the necessary funds for paying the guaranteed interest on the capital employed in the road, and it is therefore indispensable that some solution of the rights and privileges of provinces and municipalities, as to taxing railways enjoying a guarantee from the general government, should be given. It is clear that competition with individuals is impossible, when the railway is so heavily handicapped, and apparently the Paraná provincial and municipal authorities are under the impression that their taxes will have come out of the coffers of the railway company. Nothing can be farther from the fact. This company (and all others with an interest guarantee) can have no great object in making more than working expenses, for these met, the guarantee becomes available for dividends, interest and sinking fund, and all local taxes will consequently be added to the freight charge, whether or not, by this act traffic becomes reduced. These local taxes are therefore drafts upon the revenue of the whole empire, and as such seem untenable to the general government. It is a serious question and as we have said above needs a speedy solution. If provincial and municipal authorities hold the right of imposing taxes, then these should be indiscriminately imposed; on carters as equally as on railways, for otherwise an unwise and unjust favor is shown the former to the detriment of the latter. It really seems absurd, that carters can work in opposition to railways, and offer lower terms too. The only possible explanation is that the government having in view the guarantee alone, has marked freight tariffs out of all proportion to the service rendered, and the opposition carters avail of this to their own advantage. Verily, this guarantee business becomes more complicated day by day. Not long ago, we had to suggest further assistance to the D. Thezeza Christina railway, as a matter of interest, and now the newly opened Paraná railway is charged in the Senate with being, in all probability, a dead weight on the Treasury. Such culpable want of foresight, or such wicked carelessness as to the best interests of the country as appears little by little, is inexcusable and the results are sure to appear gradually as road after road is opened to traffic. The minister's (of agriculture) reply to Senator Correia will be interesting, and we trust instructive. He will however have to defend the action, or confess the fault, of a predecessor and we advise the latter course.

"COMPARISONS are odorous" said a female philosopher (Mrs. Malaprop, we believe), but here is a comparison of Brazil with the United States as made by Dr. Manoel Martins Bonilha, residing in Teixas (?) U. S. A., and which we extract from the *Correio Paulistano* of the 14th inst.: "*United States of North America* is a boiler of colossal dimensions in constant ebullition, and in which (boiler) at the same time that the dregs (*fezes*) of moral corruption float in a violent effervescence, the nectar of civilization, of liberty and of national greatness runs over in impetuous waves. *Brazil* is an imposing and most elegant palace, decorated with rich devices, representing in the republican America the exotic and

parasitic plant, hereditary-constitutional-representative monarchy (!); and where all dance in their sumptuous saloons, to liberal-democratic tunes, imperial quadrilles of republican imagination." Whew! Our colleague of the S. Paulo press confesses to have extracted this from a Texas paper and says the author calls these remarks (with some others in the same style on North and South American states which do not interest our readers) *Historio-satiric Reflections on the Seventeen American States*. We hardly know what to say on this matter. It certainly is rough to compare the United States to a gigantic boiler and Brazil to a sumptuous palace. But on the other hand, nectar overflows, notwithstanding the dregs that are floating, from the boiler, while in the sumptuous palaces imperial quadrilles are danced, to liberal-democratic music, which are of republican imagination. It is heart-rending; for the *Correio Paulistano* says that Dr. Bonilha is not only an honor to his native country (Brazil) but that he is a distinguished and well-known physician in several States of the Union, and that he also cultivates with great aptitude Portuguese and Spanish literature. It must be our fault; imperial quadrilles, to republican music! We have seen imperial quadrilles at the *Cassino*, but we can not recall whether they were danced to the *Marsellaise*, *Yankee Doodle*, *Hail! Columbia* or *Red, White and Blue*; an impression remains however that none of these republican tunes were heard while the imperial quadrilles were being danced. That the United States may be compared to the big boiler is satirical enough; for boilers *bust*, and so also is there an occasional similar accident in the United States. But certainly other countries are not exempted from an occasional explosion and why should the unpleasant attention of the world be drawn to the United States by Dr. Bonilha? Brazil has never *bust her boiler* of course, but still if the rulers are always sitting on the safety valve such an accident is far from impossible. We think Dr. Bonilha has been very unnecessarily severe and we propose sending a number of our issue to the Texan *cowboys*, who as soon as they learn that they are compared to a boiler with dregs floating on the surface will probably make the doctor skip.

YELLOW FEVER IN RIO.

Sr. Favilla Nunes published in the *Gazeta de Noticias* of the 17th an interesting article on the mortality of this city during fourteen years, 1871-1884, from which we ask leave to extract some of his *tables*. The total number of deaths by yellow fever during the fourteen years is estimated to have been 15,338 or an annual average of 1,095, which Sr. Nunes says would give 2 per mil per annum, but we can not agree that the population of this city is 550,000 inhabitants. The mortality for each separate year was:

1871.....	8	1878.....	1,174
1872.....	102	1879.....	974
1873.....	3,659	1880.....	1,433
1874.....	829	1881.....	219
1875.....	1,292	1882.....	95
1876.....	3,317	1883.....	1,330
1877.....	282	1884.....	618

The year 1873 was the most unhealthy, and during the first quarter of it 2,884 deaths were registered, against a total for the whole year of 3,659. In the first quarter of 1876 the deaths were 1,798 and for the whole year 3,317. As a rule, it seems that the first quarters of the years were the most fatal, which is easily explained, for the heat is then most intense and the malaria which is the cause of the disease most active. As to months, the number of deaths in March 1876 were 1,357 the largest number registered for any one month during the period under review. In 1873 the time during which 414 foreigners,

who died, had been in the country was registered, and of these 168 had lived here up to six months and 122 up to one year; it is therefore clear that the first year is that of greatest peril to the newly arrived foreigner. Sr. Nunes further endeavors to refute the general opinion that the disease is more or less influenced by the rainfall, and prints a table showing this for the period he reviews. In 1871 with only 8 deaths, there were 127 days of rain, in 1873 with 3,659 deaths, 106 days and in 1876 with 3,317 deaths, 136 days of rain. This seems fairly conclusive that the disease is not influenced by the fall of rain and its source must be sought elsewhere. We not long ago printed an article from *The North American Review* on the subject, in which it was claimed that the source of the disease was to be found in the mud beaches, and this theory has been corroborated by the report of the Port health inspector here, which we published in our last number, and in which he states that the regulation of obliging all vessels to discharge and load in the stream has been most efficacious. There was much criticism of, and much blame cast on, the action of the minister of the empire (Sr. Maciel) when the sanitary committees were appointed, but we are of opinion that these committees composed of young medical men, who have sufficient leisure to attend to the duties imposed by the appointment, have done much good work to the end of improving the general sanitary condition of the city. The *Junta de Hygiene* seems something of a fossil, but these young doctors have really shown praiseworthy activity in investigating all cases to which their attention has been called, and their unexpected visits have very frequently resulted in the condemnation of articles unfit for consumption, the closing of cheap lodging houses which were unfit for habitation and a forced attention to sewage. There is no reason why Rio de Janeiro should not be as healthy as any city of the world, if we except the irregular and extremely unsatisfactory water supply. When we have a sufficiency of this necessary element and if the sanitary committees continue their present activity, we believe it will be equal to any.

O Pais, March 17.

PARLIAMENTARY ABUSES.

Another offensive (*abusiva*) practice, to which we must at once call the attention of the members of parliament is the following: the *cabal*. Whoever has heard of the efforts employed by candidates to secure their elections is positively startled at seeing them, after they are elected, so careless in the execution of their duty; they leave the Chamber during working hours, they shirk the assemblies day after day, some even are absent up to nearly the end of the session, when they deign to take a promenade to the capital. All this, which would be strange and censurable were the office gratuitous, as is the case in other parliaments, becomes really scandalous, when we remember that the representatives of the nation beyond mileage (*ajuda de custo*) for their journeys, receive the subsidy without discount, even when they only put in an appearance on the eve of closing the session. It seems, after well observing this conduct, that for some the position of deputy is an employment, and that instead of serving the state, what is aimed at is the right to the retribution of the office. This vice of *cabal* is not new and we well know that is not confined to Brazil. But because it occurs in other countries, although on a less scale, it does not follow that we should imitate others only in what is wrong. Many years ago when the late Councillor Angelo Muniz da Silva Ferraz, afterwards Barão de Uruguaiana, was yet a deputy, this illustrious citizen proposed that all negligent deputies should be fined, if without justifiable reason they did not appear at the assemblies; and just now in the Republic of Uruguay a project to the same end has been presented. Really, although the measure may appear odious, it would be well if we were to adopt the principle, although a just interpretation of the constitution may sustain the argument that the subsidy of a deputy is a compensation and not a salary and that he who does not appear at the assemblies for thirty days has no right to collect his monthly payment. It is sad that such a measure should appear to have

become necessary, but the offense has assumed such proportions and the recourse to moral censure seems so ineffective, that we have no scruples in emitting the most severe reprehensions based on the coolness with which deputies disregard their duties. The consequences of such conduct can not be more harmful. Once the originators of the law are the first to disregard it, and once the natural censors of government and administrative abuses are the first to show so pernicious an example to the people and to the public employes, it is not to be wondered at that, from high to low, so great a laxity in the execution of duty should be observed. Messrs. the representatives of the nation will excuse us for these short observations, as by a zealous execution of their honorable commissions they can save the prestige of parliament.

THE LEOPOLDINA RAILWAY.

The balance sheet of this company on December 31st is published and from it we may extract the following items. The nominal capital is 20,000,000\$, of which 8,520,688\$ is paid up. The debt is 10,969,600\$ in currency and 2,500,000 in sterling; reserve and depreciation funds stand at 107,827\$ and 185,075\$ respectively. The province of Minas Geraes has paid on account of subvention 1,590,354\$ and 90,000\$ was to be received for an additional ten kilometres. On the other side, the trunk line and branches are debtors for 13,999,324\$ and the purchase of the União Mineira cost 2,990,612\$. Rolling stock figures for 1,668,937\$698. The charges on the emission of debentures appears to have been 574,950\$654, and 2,045,000\$ of currency debentures were pawned to the Banco Rural as guarantee for a credit opened, the amount of which is not stated, but which had been settled subsequently to the date of the balance sheet.

RAILWAY TARIFFS.

Jornal do Commercio 22nd March.

When taking up this question in relation to the wise decision of the minister of agriculture, by which freights on sugar and first class passages on the Alagoas railway were to be allowed a reduction of 25 per cent., we were only echoing a general complaint from all those regions served by railways as to excessive freights. It is not because the government has done nothing in this direction, for in fact reductions have been decreed and, on their side, the companies have shown no obstinacy in defending their high tariffs, some having shown a desire to meet, although on a small scale so far, the complaints of agriculture. Something has been done, without doubt and for a conviction of this, it is sufficient to regard the reduction in the freight on coffee on the D. Pedro II line, which put into execution on January 1st 1884 caused a difference of at least 700,000\$. On the Batarité, Paulo Afonso and "Recife a Limoeiro" and on some other railways reductions on the freight of some articles have been made, which proves that the administration have not overlooked this matter. There is, nevertheless, much to be done, not only in suiting the tariffs so far as possible to the charge the articles can bear according to the producing districts, but also [which we consider the principal question] for the creation of sources of traffic in those regions, which as yet do not possess them except to so limited an extent that they cannot support the railways. All of us know that some of these roads were started (*fundadas*) not as the immediate means for transporting created wealth. They pass through regions more or less fertile, but not utilized. Either no plan was made as to their surveys (*tracados*) or the purpose of these roads was, here to increase and there create agriculture. The "Camossim a Sobral", the "Natal a Nova Cruz", the Paulo Afonso, the "Bahia a Alagoas" extension and many other may be taken as examples. The sparse agriculture along these lines does not even approximately support their traffic. We think that under such circumstances only a bold economical policy, equal to some sacrifice, that greater sacrifices may be avoided, can furnish to such roads the elements of prosperity by arousing labour through the utmost reduction in freights. It seems to us a grave mistake that rates should be uniform, when the condition of different regions are so variable. Coffee in Ceará cannot pay the same rate as that of Rio de Janeiro and São Paulo for the same kilometre distance. In help of this, our former complaint, appears the fact stated in the Senate three days ago by Sr. Correia. Since the expensive railway from Paranaíba to Curitiba has commenced work not one single bale of matté has been carried on its waggon because the transport by carts on the road from Curitiba to Antonina is cheaper. It is more difficult to believe this fact for, it is known, that as matté is the principal product of Paraná this must be for a long time the most valuable contributor to the traffic, if the company succeeds in conquering the competition of the heavy carts. The rates being further increased by exaggerated provincial taxes, which seem perfectly intolerable, the manu-

facturers and exporters of matté declare they would accept a freight not to exceed by 420 reis per 120 kilos, that which they now pay the carters. These facts, in verity, seem of an unknown world, not of this in which we are living. Even now we receive from Pernambuco a pamphlet on technical questions of the Pernambuco railways and exaggerated freight tariffs are therein said to be the cause of difficulties which should be decided with despatch. Complaints, therefore, are general and disclose a morbid condition. The matter demands a profound examination and an energetic decision. We know that the contractors for interest guarantees somewhat embarrasses the action of the government, but it is not impossible to conciliate, up to a certain point, the general weal with the interests of the companies.

SLAVES IN THE MUNICIPIO NEUTRO.

Jornal do Commercio March 17th.

Statistics recently organized furnish the following data as to the movement of the slave population of the *município neutro* (that is the district under the authority of the Municipal Chamber of Rio—*Eds. News*) beginning from the registry ordered by the law of 28th September, 1871:

Registered	47,084
Arrivals after the registry	17,094
Departures	9,595
Deaths	54,583
Emancipations	9,210
.....	13,270

Total on 30th June 1884..... 32,103
The emancipations may be thus divided: by the emancipation fund, 672, by private parties conditionally, 822 and unconditionally, 11,776. As to sexes, there were 15,783 males and 16,320 females. As to age, 2,810 are 60 years, or upwards, of age; the percentage being 8.7. Joining these statistics to those already known of the provinces of Minas Geraes, Rio de Janeiro, Paraná, Sergipe, Alagoas, Pernambuco, Rio Grande do Norte and Goiaz, it is seen that 65,751 slaves of 60 years, or upwards, remained in a population of 734,397; the average percentage is therefore a little less than 9 per cent.

The largest percentage of slaves of 60 years, or upwards, is seen in the province of Rio de Janeiro, where it is 11.24 per cent. It is necessary to add that the *debt* from which are deduced an average percentage of less than 9 per cent. are furnished by nominal lists of sexagenary slaves, registered (*matriculados*) or enrolled (*averbados*) in each municipality, thus preventing all causes of error, which generally viciate statistics when organized by persons lacking special gifts. The executive has employed in this service the zeal and scrupulousness that was to be desired.

As each of the provinces sends in its statistics more and more patent becomes the ridiculous proportion of the aid to emancipation furnished by the fund. In the present case, of 13,270 emancipations 672 were secured by the fund, or say about 5 per cent., while 11,776 were granted by individuals, without any *onus* upon the freedmen. In view of figures (which it is claimed do not mislead) it is astounding that it can still be claimed that the law of 28th September 1871 is sufficient to emancipate the slaves in the empire. Death is a valuable auxiliary to be sure, for it has freed 9,210 slaves during the period under review also without any *onus* whatever.—*Eds. News*.

THE RAILWAYS OF THE WORLD.

Some statistics are brought forward by the Minister of Public Works in Germany, in a report entitled "Archiv für Eisenbahnen," from which it appears that at the end of 1879 there were in the whole world 359,031 kilometres of railways, which by the end of 1883 had increased to 442,199. Of the 92,168 kilometres constructed in that interval the United States are responsible for 56,327, while of the more backward railway-making countries 3,727 kilometres were made in Mexico, 2,160 in British North America, 2,050 in Brazil, 2,780 in India, 3,613 in Australia, and 1,166 in Algeria and Tunis. Of the European States the most active countries in constructing railways during the four years were France, with 4,500 kilometres, Germany with 2,716, and Austria-Hungary with 2,263; while, on the other hand, the countries with the oldest railways systems and the densest populations made comparatively few extensions, Great Britain being only at the rate of 1,399 kilometres, Belgium of 257, Holland of 282, and Switzerland of 302. The proportion of new lines to the existing ones during the period was 5 per cent. for Great Britain, 6.1 per cent. for Belgium, 12 1/4 per cent. for Holland, 12 per cent. for Switzerland, 18 per cent. for France, 42 per cent. for the United States, 67 per cent. for Brazil, and 335 per cent. for Mexico. At the close of 1883 the United States was a long way ahead of all other countries in railway mileage, possessing 191,356 kilometres, Germany had 35,800 while France and Great Britain ran a pretty equal race with 29,688 and 29,890 respectively. The smallest railway owner

was Greece, which passed but 22 kilometres, though this proportions is now raised by the opening last year of 100 kilometres between Volo and Larissa. If we consider the railway mileage of each country in proportion to every square kilometre of land, we shall find that Belgium comes first with 14.5 kilometres of railway, Great Britain with 9.5, France with 5.6, Germany with 6.6, the smallest European States being Russia and Norway with 0.5. The United States, with all its enormous network, now only figures for 2.1, and Canada for 0.2, while Brazil, the Argentine Republic, Paraguay, Japan, and Queensland are only 0.1 each. But if we view the subject from another standpoint—that of the proportion of the mileage in every 10,000 inhabitants, the position of affairs is singularly reversed. Queensland, which was at the bottom of the world's list in the former instance, now stands at the top with 70.8 kilometres of rail to every 10,000 people, South Australia 56.1, West Australia 49.6, New Zealand 17.7, New South Wales 31.1. The United States show for 16.8, and Canada 29.4. Naturally the European States are very low in the scale in this respect, Great Britain being only 8.5, France and Germany 7.9 each, Belgium 7.7, Holland 6.0, and Russia 3.0. The lowest of all is India with 0.7.—*Mining Journal*.

RAIL PLATE ITEMS.

From the Standard

The G. Southern Railway branch was opened last Sunday to Juarez, 54 miles from Tandi, placing in direct communication with our city a vast and thinly-populated district between the mountains of Tandi and the seashore.

We read of \$200,000 for extensions on the Central North railway; \$150,000 for the Andine and \$120,000 for the branch from Recreo to Chumbicha. This \$470,000 represents the nation's outlay on railway extensions for one month. Oh! if our rulers had only had the sense to let private enterprise make these lines.

We see another headline of expenditure proposed as easily as if the Treasury were full—5,000 Nats to build a new Town-hall at Formosa, and 3,000 more to furnish it. They seem to have rather enlarged ideas about furniture in the Chaco. We thought there was lots of beautiful wood up there to make chairs and tables, and we know that carpenters and sawmills abound. Why, therefore, send to Calle Florida for Louis Quinze articles?

The Customs-returns for the first month of the year are another cheering indication, the trade of our city down to end of February comparing as follows with the preceding year:

	1884.	1885.
Imports	8,819,000	13,246,000
Exports	14,005,000	15,116,000
	32,824,000	28,362,000

This shows an increase of 7 per cent. in exports and 50 per cent. in imports. Another favourable circumstance is the diminished number of fires in our city, so frequent and disastrous in December and January. Finally, we observe that the enhanced prices for wool, attending the fall in exchange, have been so encouraging to sheep-farmers that new enclosures are being stocked daily, especially along the line of Clarke's new railway to the Andes.

The progress of the National Debt, according to the various Presidential Messages since 1861, has been as follows:

	Foreign.	Home.	Total.
1861 ..	10,949,000	6,180,000	17,110,000
1865 ..	10,080,000	12,400,000	22,540,000
1870 ..	22,250,000	23,710,000	45,960,000
1875 ..	43,440,000	22,580,000	66,020,000
1884 ..	72,910,000	61,410,000	134,320,000

The above does not include floating or unfunded debt.

The new loans since 1875 have been the following:

	\$
1876 Treasury bills	6,500,000
1880 Railway loan	12,000,000
1881 Old debt	21,000,000
1881 Loan and bank	2,800,000
1882 Loans Deposits	775,000
1882 Drainage	8,000,000
1882 Nat. Bank	8,313,000
1883 Prev. Gov. debt, etc.	5,880,000
1883 Small note issue	5,800,000
1884 Railways (one third)	10,000,000
	81,068,000

The actual increase has, however, been only 68 millions, which shows the net amortization in that time amounted to 13 millions.

In the above table only one-third of the new 30 million loan is included, and no account is taken of Malet's Post loan or the proposed Mortgage Bank loan, or that for the Fanatina Tramway, authorized by Congress, but not yet negotiated.

In the 10 years under consideration the outlay on railways, bridges, piers, etc., was close upon 44 millions. We incline to think that the ordinary expenditure averaged 2 1/2 millions over income, or 24 millions since 1875. This makes up the total of 68 millions increase of debt in the same period.

LEGISLATIVE NOTES

March 17.—In the Senate upon discussing a bill from the Chamber to exempt from house tax the Seminary at Pará, Sr. Correia said that as the situation of the Treasury is mournful (*luguere*) and that our ears might have to be prepared for the report of a bankruptcy unless prompt and efficacious measures were adopted instead of dangerous palliatives. He therefore thought that before deciding upon any measure which would tend to reduce the revenue, the premier should be heard regarding it. The premier in reply agreed that the financial situation was painful, but it was curable; that it should not however be exaggerated nor made out worse than it is; and that happily the threatened bankruptcy was very far off and he felt certain its explosion would never be heard in the empire; the needed remedies are not only to reduce public expenses to the greatest possible extent compatible with proper service, but also to make no additions to the expenses; further, new sources of revenue must be sought in accordance with the proposal of the late premier (Lafayette) which he would introduce at the fit time. In the Chamber there was no quorum.

March 14.—No sessions in either Senate or Chamber.

March 16.—In the Senate the committee appointed to congratulate Their Majesties upon the Empress' birth day reported having fulfilled their duty. The president marked the 19th for the discussion of the reply to the Speech from the Throne. In the Chamber there was no quorum.

March 17.—No quorums in either Chamber.

March 18.—No quorum in the Senate, nor in the Chamber.

March 19.—In the Senate, Sr. Correia would say only a few words, that the discussion of the reply to the Speech might not be retarded, but as it was well known that matté is the principal article of export from Paraná, if this product be not carried by the railway there, the receipts of this must suffer. He read a memorial to the fiscal engineer in which it is stated that no matté is carried by the railway, for the teamsters were transporting it for less money than the company could. The teamsters were carrying barrels and sermons of an average weight of 120 kilos, from the mills to Antonina for 25500—28750 per package while by the railway 48520 would be charged, that is 38600 freight, 720 reis provincial tax, 80 reis municipal tax and 120 reis cartage to and from the stations. Senator Correia then moved that the government should give particulars as to the receipts of the Paraná railway and whether any matté had been by it transported. The reply to the Speech was then discussed and Senator Silveira da Mota said that although it was not the first time the Senate had preceded the Chamber in this matter he considered it a bad example, which should not be followed. He was not aware whether the government had suggested the discussion, before the elective Chamber had been heard, because of the present critical state of affairs (The president stated that any responsibility regarding the discussion, he accepted). He did not consider that the Senate should first discuss the Speech, for it was well known that the Senate was composed of councillors of state and honorary servants of the palace, who frequently formed the majority of the house. He then moved that the discussion be adjourned until the Chamber had expressed its opinion on the Speech.

The motion was opposed by Senators Ottoni, Correia and Janguiera the latter had not intended to speak but as the premier stated he would vote for Senator Silveira da Mota's motion, he was forced into the tribune. He wished to know why the government desired to adjourn the discussion, and that such was the fact, caused him much sadness. "All the public powers are off their hinges; the work of our ancestors is tumbling down; I see that the Senate has not those rights which government and the Constitution guarantee it; it will be attached to the victorious chariot of power, which desires to assert itself at any cost." Senator Janguiera then criticized the position of the government in relation to the Chamber, and Senator Silveira da Mota's motion was put to vote and lost. Senators Ottoni and Correia then spoke on the reply to the Speech, but as the latter refers to the speech of the former, which is not published we can give no extracts. The Senate then adjourned. In the Chamber there was no quorum.

March 20.—In the Senate, Sr. Dantas, the premier said, that perhaps he should not so soon have appeared in the debate on the reply to the Speech, but by so doing he would escape the obligation of replying to a great number of speakers and thus relieve the Senate of a long and tiresome speech. He thanked Senators Ottoni and Silveira da Mota for their promised support to the emancipation project, with possible amendments during its discussion. He said that the Senators to whom he was replying did not descend to the level of facts, but only uttered apostrophes and vague accusations when charging the government with intervening in the elections and using unlawful

means for success. Here was serious injustice. It is not by lack of facts, nor by violent language, that the truth may be hidden. The saying "you need hit neither hard nor often, but with exactness" was well known, and he challenged proofs of government intervention. The premier, after recalling to the conservative Senators that the Visconde de Maritima had proposed many years ago the freedom of slaves 55 years old, said that the emancipation fund had freed 20,000 slaves (leaving 300,000), while private individuals appeared between the two (this assertion was challenged by a Senator and the speaker agreed to furnish proofs). The premier had expected the support of his party and had hoped for that of the conservatives, as the liberals had not refused their support to the Rio Branco law, but if he had made a mistake he was happy in it and would willingly retire to obscurity. He was ready to discuss amendments to the project for although he would not consent to a mutilation of a law he considered essential to the law, no man had ever claimed utter perfectness for a project. He could not entertain the idea of payment for sexagenarian slaves, but many points might be modified; a slave 60 years of age had laboured for 40 years and neither law, equity nor public resources could embrace this pretension to indemnity. The premier then took up a question of the clock in the Chamber of Deputies, and a refutation of charges of intervention in the elections.

Senator Junqueira made a discursive speech in which finances, education, magistracy etc., were all touched on, but during which the premier made some very pertinent observations. Senator Afonso Celso said that, although he was opposed to political discussions which convinced no one, he would answer the taunt of Senator Junqueira as to the liberal senators' silence and, speaking for himself, define their position as to the emancipation project. His opinion was already known; he considered the project in part defective, in part inconvenient and perilous, and that emancipation might be obtained by other measures, to him preferable. He proposed offering amendments, but should his amendments fail, it would not be for want of his consideration that the project did not become a law, he considered the *status quo* much worse than the project and he would condense his views; abolition was tenacity, the *status quo* insupportable while in emancipation as rapid and ample as was compatible with prudence and the resources of the country was the tranquillity and safety of this at present, as well as its future progress and happiness. He considered the *status quo* insupportable as the emancipation propaganda had grown, gained ground and was today forced upon all minds. The question was to guide and direct it in such manner that the interests it combatted might be least affected, and to prevent it from wandering. The question has become so widespread that in every point of the empire it is discussed, raising either joyful hopes, or awakening alarm. As the *status quo* is absolutely impossible, he preferred the lesser of two evils, and failing a better, he would support the government project. He could not recognize emancipation without indemnity, but he wished it well understood that to this he was inclined because he considered slaves as any other kind of property, of which a legal owner may be deprived. He considered as Senator Junqueira had asked for the views of the liberal Senators, he could in justice ask for those of the conservatives upon this subject. He agreed with Senator Correia that the question should be settled by an agreement between parties but a previous knowledge of opinions was necessary. In view of Barão de Cotegipe's phrase "must, should and can," he supposed him to have a project in view, which meriting the approval of his friends is prepared and ready for discussion and acceptance. He wished to know what was this project and in what preferable to that of the government. In the Chamber there was no session.

March 21.—No quorum in either House.

The Conservatives offered a banquet to Sr. Silva Tavares, a candidate from Rio Grande do Sul, but who was defeated, on the 16th. The guest of the evening proposed the health of the *trinité* Barão de Cotegipe, João Alfredo and Paulino and the last toast was to H. M. the Emperor, as the only one who could cicatrize the bleeding wounds inflicted on the bosom of the country by the party in power.

The *Jornal do Commercio* of the 20th is very rough on the Deputies. Our *doggy* says, "We cannot see why there may not be a session to pass committee reports on elections of such candidates as are recognized deputies. Then would follow the election of the committee on the Speech, and if an quorum was present for this purpose, the Deputies could proceed to the discussion of reports from the election committees. They could not pass, but the discussions would be closed, thus relieving future sessions. No more work would be advanced without conflicting with the ideas of the government. Some will say it is quite too transparent a trick, but the trick, against a session is no less so. Trick for trick, we prefer that which will give some result, rather than that which produces nothing at all."

PROVINCIAL NOTES

—The Ceará custom house receipts in February were 66,376\$834.

—The Ceará custom house receipts in February were 85,182\$327, against 92,107\$423 for the same month of 1884.

—The *Ale* says that it hears from Porto Alegre, Rio Grande do Sul, that the tax on only 18 slaves has been paid there.

—The February receipts of the Pará custom were 484,311\$747, against 929,589\$520 for the same month last year.

—The February receipts of the S. Paulo provincial branch of the Treasury were 1,025,049\$318, against 1,017,273\$448 in 1884.

—The provincial deputies of Rio Grande do Norte are to receive 12\$000, says the *Jornal*. *Per* them naturally and it seems a very fair remuneration.

—The *Folha Nova* publishes that a planter of Sete Leguas, Minas Geraes, has by his will freed unconditionally all his slaves, to the number of more than ninety. He will need no requiem mass.

—The receipts of sugar and cotton at Pernambuco for February were:

	1883.	1884.
Sugar..... bags	229,061	287,138
Cotton..... "	13,082	13,822

—The slave population of Santa Catharina is estimated to be 8,317, of which 519 are over 60 years old. The emancipations since the Rio Branco law were 2,593 of which 227 by the fund, while death freed 1,591.

—A S. Paulo planter has helped immigration immensely by thrashing a lot of immigrants. The German Consul at Campinas and the *Sociedade de Imigração* are looking into the matter and until they make their reports we will not touch on it.

—Charles Schel appealed from the decision of the *Dr. juiz de direito*, annulling the suit brought against the Baroness de Kraut for verbal injuries, in the Court of Appeals.—*Correio Paulistano*, 15th March.—*Baoness Kraut* must be a joke.

—The Pernambuco planters have also memorialized the Chambers for an emancipation law. Five years is the term, but they also want a gigantic bank to loan money to them at 6 per cent. interest and 6 per cent. sinking fund.

—A Campos paper says that a man, now there, undertook to apply a switch (*vergalho*) to his wife and sister-in-law, but the latter jumped out of window, and falling on a heap of mud (*monte de lama*) was much *maltratada*. We were under the impression that mud was soft, but perhaps this particular mud was prepared for the sister-in-law in question.

—Our colleague of the *Diario Mercantil*, S. Paulo is responsible for this: "The Municipal Chamber of Franca openly opposes the Dantas project, is against a fixed date for the extinction of slavery and asks for the *status quo* of the law of 28th September. As to colonization, it prefers natives to foreigners, but if it be necessary to appeal to the latter it would prefer the Chinese."

—The planters of the province of Bahia seem willing to take immigrants on the *melhor* basis. They, by the Imperial Bahia Institute of Agriculture, propose two-thirds for the planter and one-third for the laborer, or even half for each, if the capital invested in land, machines and live stock be taken into account. The planters will furnish the necessary for the immigrants' first establishment.

—The Santos custom house received in February:

Importation.....	334,531\$461
Port dues.....	3,024 750
Exportation.....	447,920 603
All other.....	25,570 099
	811,046\$913
Deposits.....	1,742 359

—A S. Paulo, provincial deputy proposes that the proceeds of the Ypiranga lotteries shall be employed in the foundation and expenses of a great institute of physical, mathematical and natural sciences, which institute will be divided into two colleges, viz: one for instruction eminently theoretical, the other for instruction essentially practical applied especially to agriculture, arts and industry. We transcribe this from the *Diario Mercantil* of the 14th. The two adverts are rather stiffing.

—The *Diario Popular* of S. Paulo tells a story, that quite equals Ponsom de Terrais' best efforts. Two Italians, one of whom rejoiced in the *alibi* of Sampson, approached a young Brazilian, who is described as a gambler, fond of a spree and always penniless, and proposed sundry robberies; as murder was a part of the scheme, he turned informer and when the Italians were occupied in trying to rob a house, the police appeared and after a struggle captured Sampson.

—The *Jornal do Recife* (Pernambuco) is quite excited because of the bark *Ida* taking a cargo valued at 200,000\$ to Lisbon. Perhaps less 200,000\$ cargoes leave Pernam.

—The *Gazeta de Notícias* says that from a pamphlet published in Pernambuco by the committee nominated to obtain natural products to be sent to the Antwerp exposition may be extracted: In the province of Pernambuco there are about 2,000 sugar mills that produce annually about 160,000,000 kilos. of sugar; the export of cotton reaches 12,000,000 kilos.; there are more than 1,000,000 coffee trees in the ferruginous part of the province, where are to be found trees that produce 10 kilos. Cotton seed is exported to the extent of 1,000,000 kilos. Cacao is being cultivated, but it is cheaper to import maize, than to bring it from the interior.

—"By private advices," says the *Gazeta de Notícias* of the 22nd, "we hear that great discord is fast among the commission sent to build the Quixadá reservoir and of which the engineer J. Rery is chief. In view of irregularities that have occurred engineers Lourenço de Andrade and Fontenelle had resigned. Some employes have been unjustly suspended which has caused dissatisfaction to the members of the commission, who, with few exceptions, intend resigning. The salaries of the employes from January to the 11th inst. had not been paid and the amount destined to this purpose, instead of being deposited in the provincial treasury was entrusted to a commercial house." The *Gazeta* is calling the attention of the minister of agriculture to the matter says he will receive, if it has not already arrived, a memorial from the members of the commission in which, beyond the charges above mentioned, other grave irregularities will be stated.

RAILROAD NOTES

—The January receipts of the Campos and Catagolá line were 60,288\$980 and expenses 29,260,306.

—The fiscal engineer of the D. Thereza Christina railway reports the January traffic receipts at 3,780\$170 and expenses 13,788\$418.

—The Leopoldina railway has contracted with Messrs. Morris Kohn and Evarista de Sá for a service of *baggage* cars on their line. This is an improvement, that might be imitated on other railways.

—The S. Paulo papers notice the flight of a sub-contractor on the Mogiana railway with some 16,000\$. Of this sum 12,000\$ was for payment of wages and 4,000\$ he succeeded in borrowing. He is said to have been traced to Rio de Janeiro.

—The Alagoas Central railway was authorized to reduce freight on sugar 25 per cent. and to the same extent first class passenger fares. Third class passengers and freight on cereals do not seem to have been contemplated.

—The directors of this Alagoas railway have declared an interim dividend at the rate of 5 per cent. per annum. The line was opened for traffic on December 3rd. last, and the receipts for that month and January amounted to 30,000\$, being more than sufficient to meet the whole of the working expenses.—*Statist*, Feb. 21st.

—The Bragança (Pará) railway publishes a curious balance sheet. Debitures appear, debit and credit, to be 203,030, or in milreis 565,609\$, but on the credit side appears an item: Advances on debentures 251,683,189, or 665,998\$560. Now if the whole emission of 203,030 only equals 565,609\$, how can 251,683 equal 665,998? Difference of exchange in the contrary notwithstanding, the sterling debt of the company should be kept on the same basis, be it 27 pence or 18 pence.

—At St. Enoch station, Glasgow, the Glasgow and South-Western railway company have fitted up one of the automatic post card and note paper, etc. supplying boxes. It is placed in a prominent position on the platform and should be of considerable convenience to passengers. By dropping a penny into a slit in the box a drawer opens and presents a post card, and by dropping two pennies into two other slits another drawer opens and hands out a stamped envelope containing a sheet of writing paper.—*Railway News*.

—The American locomotive building industry has suffered with many others in the past year. During 1883 seven of the largest builders turned out 1,346 locomotives, while the same builders during the last year turned out only 901. There are sixteen locomotive building shops in the country and in these shops, as near as can be learned, the total number of locomotives built in 1884 was 4,271, about 100 of which were for exportation. There are 29,227 locomotives of all kinds belonging to railroads in North America. As the life of a locomotive is about twenty-five years, about 1,166 locomotives must be constructed every year to maintain the stock.—*Railway News*.

LOCAL NOTES

—The French for milreis is *milreux*.

—*Doltopria* is a good word, but what in the world does it mean? Dance-loving?

—The *Imprensa Nacional* receipts in February were 26,750\$800 and of the *Diario Official* 7,382\$400.

—There are child-stealers in Praia Grande, and it is charged that a company of jugglers are the parties.

—Messrs. Wilson Sons & Co., Limited, have opened a branch in Santos. The company now has establishments in London, Parahyba do Norte, Pernambuco, Bahia, Rio and Santos.

—"A daily paper, in noticing the death of a capitalist at Buenos Aires, says his fortune was estimated at \$50,000,000, or about 5,000,000\$ in Brazilian money. There seems an error in the calculation.

—The minister of agriculture has asked that the Legation in London sends him a list of all companies there organized to carry out improvements in Brazil. We should have thought the Treasury might have furnished the requisite information.

—Our Municipal Chamber has decided that inflammable goods are to be sent to the Ilha de Santa Barbara, but that a deposit for explosives is to be established in the city, says the *Folha Nova*; while the *Jornal* says just the contrary. Which is correct?

—A lady was passing up the Rua do Onivisor on the 19th when she saw in Farani's, the jeweller, a diamond necklace that appeared to be one her sister had lost in December last. The two sisters applied to the police and the necklace was *collected*. Farani gave the name of the party from whom he had bought the necklace, but the journal who publishes the news, seems to know nothing about him.

—Having been informed as to the locality of Banjoswange, perhaps, our amiable correspondent will let us know where the Grand Duchy (*Grão Duado*) lies, whose government will not allow the subjects to emigrate to Brazil. See *Gazeta de Notícias* of 21st inst.

—The diamond necklace affair becomes complicated. The person from whom the jeweller bought it says he recognizes it as the one he sold and the buyer says he bought it seventeen days before the burglary at the apartments of the persons claiming it. The police are still investigating the matter.

—Our colleague of the *Folha Nova* is quite too bad. He says a lady stole a clock (in Paris where clocks are necessities of life) and hid it in her *touraine*. The landlady searched her boxes and found no *pendule*, but while the indignant female was threatening law suits etc, the clock went off, and struck it.

—A most audacious robbery was effected on the 20th in the suburbs. A man with a furniture car appeared at a house and said he had been sent to remove some furniture to the city. The family delivered it and nothing more was heard of it. As the number of the car was known, fortunately, it should not be difficult even for our police to discover the thief.

—The Club Beethoven, at the meeting on the 21st, re-elected Messrs. Albert Tootal president, R. J. K. Benjamin vice-president and director of the concert, Barão de Vasconcellos first, D. A. Laconille second secretaries and Machado de Assis librarian. Mr. A. de Courcy Daunt was elected *archivist* and Mr. J. C. Pereira re-elected *commissarius*.

—During February the so-called immigrants arrived here numbered 2,098, of which 1,361 were Italians and 650 Portuguese. Of these 1,563 were of the masculine and 535 of the feminine gender. As to age, 1,755 were over and 343 under ten years of age. During the month 1,070 immigrants left and of these 464 went to S. Paulo, 267 to Rio Grande do Sul and 178 to Minas.

—The *Gazeta de Notícias* says that Dr. John C. Bramer has just given birth (*dor a luz*) in Boston to an interesting pamphlet on the *boze* [porroca]. As in the origin of the phenomenon he furnishes little fresh instruction, and our colleague notes the lack of reference to Barbosa Rodrigues' *relatório* on the Rio Capim, in which are materials that the distinct naturalist might have availed of with advantage.

—The Municipal Chamber seems to have messed matters. The parties who leased the market acting on a legal decision, have taken steps to draw from the Treasury some 200,000\$ deposited there by the dealers pending the dispute, and will demand 700,000\$ rents collected by the Chamber during four and a half years; then they propose to sue for 500,000\$, loss occasioned to them by the Chamber through disobedience to a judicial order. Total 1,400,000\$.

—There is to be another cotton mill established here, in Andaraí Grande.

—In one number of a colleague no less than three accidents caused by tramcars are noticed.

—Our colleague of the *Folha Nova* was just a little precipitate in his number of the 17th regarding exchanges, for it improved the very next day.

—A body was found floating near the *praia dos Mineiros* on the 16th but the police doctor said the cause of death was cerebral apoplexy. *As Dr. Fairbairn para informar.*

—During February the deposits in the *Caixa Economica* were 364,000\$ and 307,688\$31 were withdrawn; the balance due depositors on the 28th ulto. was 12,138,616\$715.

—The establishment of foundling asylums is generally defended as a means of preventing infanticide, but there has just occurred a case here. Fortunately the guilty parties have been arrested.

—We don't know how it is, but all poets (and the crop is abundant) are *illustrious*. Could we lend implicit belief to this threadbare expression, Brazil might supply the world with illustrious poets.

—It seems to us about time to "let up" on the earth-quake begging business. It is a peculiarity of Rio that most things are run into the ground. However good the object, a movement wears out after a while.

—The Havas Reuter agency considered the death of the president of Costa Rica of sufficient importance to merit a telegram, but we have to learn the composition of the Cabinet at Washington via the River Plate.

—The *high-lif* consider it the quintessence of wit to call those unlucky people who cannot get leave of absence, as a certain Dr. has, to spend a month or so in Petropolis, and only try to put on fashion for a Sunday or a holiday, *immigrants*.

—The illuminations and balls at Petropolis upon the return of H. H. the Comte d'Eu and the Princess Imperial from their trip south are described as having been very fine. Great credit is given to the party charged with the illuminations.

—There seems a good deal of *lure* in having two naval schools; yet the daily papers say that as the *regulamento* of their fusion has not been promulgated the Naval School and the Marine Academy will commence their terms separate, as heretofore.

—He who lays his hand upon a woman, save in the way of kindness, is a vile wretch, whom it would be base flattery to call a coward!—Bilwer. Put if he uses a knife, how is he to be classified? An *indivíduo* was arrested for this crime the other day.

—The *Pais* comes out strong on the long-windedness of our legislators and it is strange that this is only just discovered by that journal. We discovered it long ago, for we have many times, waded through columns of chaff to collect a very few grains of corn.

—The *Jornal do Commercio* says a proposal has been made to the government to cut down St. Antonio hill and with the earth fill up the bay to a line from the War Arsenal to the Gloria hill. The *Jornal* is reticent as to the name of the projector, but the other papers give it.

—The was a curious *aviso* in the *Diario Oficial* of the 18th, viz: "To the Legation in London demanding a list of all the companies organized in London for the purpose of undertaking enterprises in Brazil." We should have thought it would have been better to remit the *aviso* to the Treasury.

—"A single grain of wheat," says a California paper, "planted in 1881 produced twenty-two stalks, which gave 860 grains; 760 of these were planted the next year which produced one-fifth of a bushel of splendid wheat. This was planted last spring, yielding seventeen bushels, making 1,020 pounds of wheat from one grain in three years." It is almost as good as a silver mine.

—A few days ago we were shown a 10\$ note, which had been presented at the Redemption Bateria, and there utilized by writing across the face *conterfeit* (*falsified*). The statement was clearly untrue for the note was undoubtedly a genuine one. The matter was, that from the centre a piece was missing and the two halves had been joined together. The number was present, and the action of the authorities in rendering valueless the certificate of government indebtedness was high-handed in the extreme.

—"Fair sale at Lajurty, and at others, sympathetic vaccine against tramway accidents; each box has six tubes and each tube a pill, which is to be introduced into the hide of the driver of the mules by a hypodermic puff"—*Pais*. That is just the right recipe if the authorities will take no notice of the outrageous manner that the trams rush through our streets and the directors of the companies are deaf to reclamations, then let us shoot a driver, or a dozen, and a little less nervous when we are obliged to go alone.

ANNOUNCEMENT

TO WHOM IT MAY CONCERN:

During my absence from Brazil, Mr. Wenceslau Guimarães, 83, Rua da Alfândega, will attend to all business connected with the Agency of American Underwriters.

HENRY S. WETMORE
American Underwriters' Agent.
Rio de Janeiro, March 18, 1885.

COMMERCIAL

Rio de Janeiro, March 23rd, 1885
Par value of the Brazilian mil reis (1000), gold 27 d.
do do do do in U. S.
coin at \$4.80 per £1 stig. 54 45 cents.

do \$1.00 (U. S. coin) Brazilian gold. 1837
do of £1 stig. in Brazilian gold. 8 889

Bank rate of exchange on London to-day. 18 1/2 d.
Present value of the Brazilian mil reis (paper). 691 rs. gold
do do do in U. S.
coin at \$4.80 per £1 stig. 37 50 cts.

Value of \$1.00 (U. S. coin) in Brazilian
currency (paper). 2 666
Value of £1 sterling " " 128\$800

DAILY COFFEE REPORTS.

Rio Associação Commercial daily cablegram to New York regarding position and quotations of the Coffee market.

Stock this morning, bags.	Receipts yesterday, bags.	Sales for United States, bags.	State of the market.	Exchange on London, private.	Price: Regular 4% per to kilos, expenses and freight by steamer.	Good and per to kilos, expenses and freight by steamer.	Receipts for 7 days.
Mar. 14	29,000	7,000	weak	18 1/2 d	4.350	3.650	7 131/16
Mar. 15	29,000	30,000	weak	18 1/2 d	4.350	3.650	7 131/16
Mar. 16	24,000	16,000	weak	18 1/2 d	4.350	3.650	7 131/16
Mar. 17	24,000	16,000	weak	18 1/2 d	4.350	3.650	7 131/16
Mar. 18	23,000	13,000	weak	18 1/2 d	4.350	3.650	8 1/16
Mar. 19	24,000	15,000	weak	18 1/2 d	4.350	3.650	8 1/16
Mar. 20	23,000	15,000	weak	18 1/2 d	4.350	3.650	8 1/16
Mar. 21	24,000	15,000	weak	18 1/2 d	4.350	3.650	8 1/16

WEEKLY SUMMARY.

March 14th.	
Sales for United States during the week.	31,000 bags
Sales for Europe do do	20,000 "
Sailing clearances for the United States	"
Steamer clearances do (3)	63,000 "
Clearances for Europe and Elsewhere	14,000 "
Freights by steamer	30 c. & 5/8
do sail	15 c. & 5/8
Steamers loading for United States	4

Stock at Santos this morning.	250,000 "
Receipts during week to 13th Mar.	44,000 "
Sales for United States during week.	14,000 "
do Europe do	13,000 "
Steamers loading for United States	1

March 21st.	
Sales for United States during the week.	96,000 bags
Sales for Europe do do	21,000 "
Sailing clearances for United States	8,000 "
Steamer clearances do (3)	43,000 "
Clearances for Europe and Elsewhere	15,000 "
Freights by steamer	35 c. & 5/8
do sail	17 c. & 5/8
Steamers loading for United States	6

Stock at Santos this morning.	250,000 "
Receipts during week to 20th Mar.	44,000 "
Sales for United States during week.	3,000 "
Clearances do do	22,000 "
do Europe do	54,000 "
Steamers loading for United States	—

EXCHANGE.

March 14.—The English banks were drawers at 18 1/2 on head offices, 514 on Paris, 636 on Hamburg at 30 dts, and 28720 on New York at sight. Commercial sterling was quoted at 18 1/2—18 3/4. Market quiet. Sovereigns closed with buyers at 128 1/2, sellers at 128 3/4.

March 15.—The English banks were drawers at 18 1/2 on head offices, but the native banks drew on bankers at this rate. A fair amount of business was done. Commercial sterling was quoted at 18 1/2, 18 1/2 and 18 3/4. Sovereigns closed with buyers at 128 1/2, sellers at 128 3/4.

March 17.—The market opened firm and the English Bank drew first on head office and later on bankers at 18 1/2. In the afternoon it was reported that bills on head office could be had at 18 1/2. Commercial sterling was quoted at the extremes of 18 1/2 to 19 with a fair business doing. Sovereigns closed with buyers at 128 1/2, sellers at 128 3/4.

March 18.—All the banks are drawers at the following rates: 18 1/2 on London, 510—511 on Paris and 632 on Hamburg at 30 dts on New York 28720—28730 at sight. The market was quiet with commercial sterling quoted at 18 1/2—18 3/4 and francs at 503. Sovereigns closed with buyers at 128 1/2, no sellers.

March 19.—The market was quiet at unchanged posted rates. Bank on London was quoted at 18 1/2—18 3/4 later on head office and on Paris something was reported at 509. Commercial sterling, 18 1/2, 18 1/2 and 18 3/4, and francs 503. Sovereigns sold at 128 1/2, closing with buyers at 128 1/2, sellers at 128 3/4.

March 20.—Rates are unchanged and the market is quiet, but steady. Commercial sterling is quoted at 18 1/2 and 18 3/4, marks at 666—667. Sovereigns closed with buyers at 128 1/2, sellers at 128 3/4.

March 21.—The market was firm at higher rates, 18 1/2 on London, 507 on Paris and 636—637 on Hamburg at 30 dts; sight on New York 28720—28730. Commercial sterling was done in a small way at 18 1/2—18 3/4. Sovereigns closed with buyers at 128 1/2, sellers at 128 3/4.

March 23.—The market has opened at yesterday's rates and is steady.

SALES OF STOCKS AND SHARES.

March 14.	
49 Six per cent apolices.	1,070 000
800\$ do	106 9/16
255,000\$ do Gold Loan of 1879.	118 9/16
17 Banco Commercial	221 000
6 do	222 000
30 Banco Industrial	202 000
5 Banco Real	285 1000
75 Banco Mercantil de Santos.	325 000
17 Carangola R. R.	135 000
50 deb. Leopoldina R. R. 200\$	170 000
4 Argos Fluiminese Inve. Co.	540 000
50 hyp. notes Banco C. Real de S. Paulo.	76 9/16

March 16.	
8 Six per cent apolices.	1,070 000
30 Banco Commercial	221 000
10 Banco Mercantil de Santos.	225 000
105 Jardim Botânico tramway	110 000
123 deb. Caris Urbanos	98 1/16
21 Banco Industrial	245 000
21 deb. Ferry Co.	228 0/16
153 hyp. notes Banco Brazil	98 1/16
50 " Banco Predial	67 9/16
50 " Banco C. Real de S. Paulo (gold 5%)	81 000

March 17.	
6 Six per cent apolices.	1,070 000
9 do	1,075 000
1,000\$ do	106 9/16
84 Banco Brazil	218 000
65 Banco Real	280 000
45 Banco Industrial	200 000
20 do	202 000
21 deb. Leopoldina R. R. 200\$	170 000
21 do do	530 000
12 " Oeste de Minas R. R.	198 000
12 " Grão Pará R. R.	91 9/16
210 Jardim Botânico tramway	140 000
20 Caris Urbanos	210 000
10 Brasileira de Navegação	298 000
64 hyp. notes Banco C. Real de S. Paulo.	76 9/16

March 18.	
12 Six per cent apolices.	1,075 000
500\$ do	106 9/16
70 Banco Commercial	221 000
300 deb. Mogiana R. R. 200\$	208 000
230 " do do	174 000
17 " do do	525 000
80 Jardim Botânico do	285 000

March 19.	
73 Six per cent apolices.	1,075 000
2,000 Sovereigns.	12 900
50 Banco Commercial	221 000
77 Leopoldina R. R.	130 000
264 deb. do 200\$.	174 000
12 " Oeste de Minas R. R.	198 000
25 Grão Pará R. R.	228 000
100 Caris Urbanos tramway	245 000
100 Deusa D. Pedro II w/subs.	120 000

March 20.	
31 Six per cent apolices.	1,075 000
20,000\$ do	106 9/16
8 Banco Commercial	221 000
46 Banco Predial	70 000
96 deb. Grão Pará R. R.	92 9/16
15 " S. Antonio de Padua R. R.	200 000
20 Lucas D. Pedro II w/subs.	118 000
4 hyp. notes Banco C. Real de S. Paulo (gold 5%)	81 000

March 21.	
38 Six per cent apolices.	1,075 000
32 Banco Brazil	221 000
50 Banco Commercial	221 000
50 Nacional de Navegação and series.	234 000
10 Pastoral Agricola and Industrial	58 000
100 hyp. notes Banco C. Real de S. Paulo (gold 5%)	76 9/16

MARKET REPORT.

Rio de Janeiro, 23rd March, 1885.

Exports.

Coffee.—The business reported during the nine days elapsed since our last report is important, and again nearly entirely in United States. On the 19th quotations were 100 rees per arroba, since when the market has been steady, although receipts continue on a very liberal scale. From July 1st to 22nd inst. we have received 3,301,616 bags. The sales reported since our last report have been 1:

96,485 bags for United States	
15,313 " Europe	
11,318 " Elsewhere	
123,085 bags.	

And since the 1st inst. have been:

135,814 bags for United States	
27,492 " Europe	
4,500 " Cape of Good Hope	
20,768 " Elsewhere	
205,584 bags.	

The clearances have been 1:

United States:		bags
Mar. 12	New York Ger str Napoli	24,800
13	do Br str Plata	4,049
14	do do	34,384
16	do do	14,193
16	Baltimore Amer bk Yalla Rollins	6,147
18	New York Amer str Finance	9,938
18	Galveston do	3,359
20	New York Blg str Ross	15,000
20	Baltimore Amer bk Serene	2,678
Europe:		
Mar. 16	Hamburg Ger str Buenos Aires	5,091
16	London Br str Florida	780
16	Oporto Port bk Sultana	500
17	Bremen Ger str Leipzig	408
17	Meissenmer Ind str Mahabier	5,334
19	Hamburg G. str Pernambuco	2,022
19	Roubaux Fr str Comp.	232
21	Harve " Comte d'Eu	31
Elsewhere:		
Mar. 17	River Plate Br str Rile	2,164
17	Valparaiso " Acornago	100

Receipts for the past nine days have averaged 13,116 bags, against 12,995 bags for the preceding ten days, and the daily average since the 1st inst. has been:

13,014 bags	
against 7,440 " in 1884	
" 14,802 " 1883	
" 3,384 " 1882	
" 12,645 " 1881	
" 6,623 " 1880	
" 10,707 " 1879	

Brokers' quotations this morning were:

	per 100 kilos	per 100 lbs
Washed	4 1/16—5 1/16	65 1/16—75 1/16
Superior	nominal	nominal
Good first	4 4/16—4 5/16	6 5/16—6 7/16
Regular first	4 2/16—4 3/16	6 2/16—6 4/16
Ordinary first	3 8/16—4 0/16	5 7/16—5 9/16
Good second	3 6/16—3 7/16	5 5/16—5 5/16
Ordinary second	3 1/16—3 2/16	4 5/16—4 9/16
Capitana	nominal	nominal
Esencia	2 5/16—2 7/16	3 8/16—4 1/16

Stock was this morning estimated to be 231,000 bags in first and about 60,000 in second hands.

Vessels loading and to load.

	bags.
New York Ger Bg Alouphrin von Preussen	5,000
do do Douth	14,000
do do Okeza	5,000
do do Embelton	39,000
Baltimore Br str Anta Fawcett	20,000
do Amer bk Gammit	4,000
do do New Light	3,000
New Orleans Br str Norwagh	22,000
Gabesou " Glenah	10,000
London and Antwerp Br str Tager	5,000
Harve Fr str Fille de Marabilla	2,000
Hamburg Ger str Valparaiso	4,800
Antwerp " Graf Rumanov	—
Marseilles Fr str Bourgeois	2,000

Imports.

Receipts of all articles have been very small since our last report, while a fair movement in the markets is reported. The stock of Flour is large to large to admit of any improvement and the market is dull, but said to be steady. Pine, Kerosene and Lard are firm and nothing has been received. We cannot recall a period of nine days when arrivals of selling vessels have been so few.

Flour.—The receipts since our last report have been 1:

Extruded from Trieste:	
SSSF Economica	4,067 bbls.
SSF do	1,333 " 4,400 bbls.

Sales for the same period have been about 7,400 bbls. and stock in first hands is estimated to be 1:

58,800 bbls American	
5,800 " Trieste	
300 " Chili	
1,000 " River Plate	
1,100 " New Zealand	
67,000 bbls.	

Brokers quote:

Trieste	155 1/16—175 1/16
Richmond 1st	17 000—17 250
" 2nd	16 000—16 250
Baltimore 1st	17 000—17 250
" 2nd	15 500—16 500
Western & Ind.	15 000—17 250
Chili	14 000—14 500
River Plate	15 000—15 500
New Zealand	15 500—16 000

Market quiet but steady.

Insurance.**GUARDIAN FIRE AND LIFE INSURANCE CO.**

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Agents for the Empire of Brazil

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Capital..... £1,000,000 sterling
Reserve fund.... £ 410,000 "

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Plato (Loading also in Santos)..... " 14th
Rose (do do)..... " 24th
Dante (do do)..... " 24th

To Europe:

Princes (Southampton Ant.) Mar. 14th
Hercules (Swamp & London)..... " 24th

For Other Ports:

Landmark..... Mar. 4th
Tycho (Brazil River Plate)..... " 18th
Namath (New Orleans)..... " 24th

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Chardon..... Wednesday
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RIO DE JANEIRO, RIO GRANDE DO SUL, SANTOS,
SÃO PAULO, AND MONTEVIDEO.

Capital..... £ 1,000,000
Capital paid up..... " 500,000
Reserve fund..... " 225,000

Draws on:

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" 29	Nere.....	Montevideo and Buenos Ayres

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Rio de Janeiro, Pernambuco, Santos and Pará

Capital..... £ 1,000,000
Deposits..... £ 500,000
Reserve Fund..... £ 170,000

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The policy adopted by THE NEWS at the outset was that of strict independence and impartiality. The editors had well-grounded convictions on political and economic questions, and as they believed that all such questions had a direct or indirect influence on commercial and financial enterprises they decided to discuss them just as far as their relative importance made it desirable. In this line of policy THE NEWS has been successful even beyond all expectation.

With the beginning of its eleventh volume (January, 1884) the editors feel themselves warranted in calling attention to the uniform and general satisfaction with which their policy and management have thus far been received, and in advising their patrons that no deviation whatever from them will be made. THE NEWS will seek to keep its readers fully and accurately informed on all commercial questions, and upon all matters of Brazilian news or policy which may have more or less bearing upon any and all enterprises and investments. In its discussions it will treat every question fairly, and for the opinions expressed the editors will hold themselves personally responsible. In its news columns it will seek to keep its readers fully informed on all matters and occurrences throughout Brazil.

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